

WILSON AGREES TO MEET RAIL CHIEFS TO-DAY

Roads' War Board to Enter
Formal Protest Against
Federal Operation.

THEN WILL OFFER AID

Aim Is to Obtain Plan That
Will Protect In-

vestors.

ENGLISH STEP FAVORED

Pre-War Year Basis Would
Give Roads 5.8 Per Cent.

Return.

Special Despatch to The Sun.

WASHINGTON, Dec. 11.—President

Wilson has an appointment to meet

members of the Railroad War Board

at the White House at 2:30 to-morrow

afternoon. The appointment was made

to-day at the solicitation of the railroad

executives and upon the meeting may

hinge the future of the railroad.

A long session of the Cabinet was

held to-day, but at its conclusion no

information was forthcoming to

indicate to the railroad presidents who

are here the details of the plan for the

Government control of the roads the

President is known to have in mind.

In reply to inquiries made at the

White House to-day the President sent

out word that he had the railroad prob-

lem under "the most careful scrutiny

and consideration" and that if he should

conclude that a change from the present

method of control was warranted he

would feel obliged to make his views

first known to Congress.

Railroad Heads' Concern.

The best information the railroad men

have is that it will be several days

before the President completes his mes-

sage on the subject. They will wait

for legislation authorizing him to

take over the roads is no longer ques-

tioned, and the concern of the railroad

executives is directed to obtaining a

plan that, in their opinion, will be the

best protection for the owners of the

road's securities.

It was with this idea in mind that the

members of the Railroad War Board,

not having been invited to go over the

subject with Mr. Wilson called upon

the President to-day. The members

of this board are Fairfax Harrison,

Howard Elliott, Hale Holden, Julius

Kruschke and J. Edgar Hoover.

Commissioner Clark of the Interstate

Commerce Commission and Daniel Wil-

lard of the Council of National Defen-

se are also members.

The members of the board are not

going to the White House in a bellic-

ent spirit. On the contrary, they are

going to offer the President the most

cooperative plan they can devise in

cooperation in the carrying out of any

plan which the President may feel is

in furtherance of the main object of all

at present time, namely, to win the

war.

It was decided to-day at conference

at which railroad executives partici-

pated with the members of the War

Board to present to the President a

more or less formal protest against the

method of the roads passing from the

hands of their present managers to the

hands of the Government. The rail-

road presidents believe that they can

manage their own property in this emer-

Submarine's Captive Spoke German Tongue

By the Associated Press.

AMERICAN NAVAL BASE IN

BRITISH WATERS, Dec. 11.—The American

who was taken prisoner by the crew of the

German submarine which torpedoed the

destroyer Jacob Jones spoke German

fluently, according to survivors. He

was on a raft and when hailed by the

Germans replied to them in their

native tongue.

Thereupon several of the men

on the U-boat lifted him into the

conning tower. Then the boat

was submerged.

GENERAL STRIKE

FOR TWIN CITIES

All Union Men in St. Paul and

Minneapolis to Quit Work

To-morrow.

APPEAL TO WASHINGTON

Federal Officials Refuse to

Act Before Workers

Go Out.

Special Despatch to The Sun.

ST. PAUL, Minn., Dec. 11.—Organ-

ized labor will cease operations at 10 o'clock

to-morrow, it was announced by

E. G. Hall, chairman of the executive

committee of Twin Cities union men, at

the close of a long conference at Trades

and Labor Hall to-day. The executive

committee, representing many branches

of organized labor, will meet again to-

morrow, it was announced. Gov. Burn-

quist today announced his refusal to

reopen the street railway labor contro-

versy at the request of Samuel Gompers,

president of the American Federation of

Labor. Gompers asked that John Lind,

now in Washington, be empowered by

the Governor to officially represent the

State if the street car situation is con-

sidered by Federal labor will not be

concerned. Gov. Burnquist gave out the full text of his reply

as follows:

"The dispute referred to in your tele-

gram was submitted to the Safety Coun-

cil, an organization of the Citizens' Union

and a decision was duly rendered. The

Safety Council, by its action, made it

impossible for the State to take any

action. Objection to the action of the

State if the street car situation is con-

sidered by Federal labor will not be

concerned. If you, as president of the

American Federation of Labor, will not

be pursuing a just and patriotic

policy which will be of benefit to the

State, I am sure that the various labor

organizations will be in conference at

Trades and Labor Hall at morning, con-

sidering the situation and the State

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DEMAND GROWS FOR ONE LEADER OF ALLIED ARMY

Conditions Give Impetus to
Agitation for a Supreme
Command.

MUST HAVE REAL UNITY

Mistakes of Past Pointed To
in Support of New War
Policy.

Special Cable Despatch to The Sun.

PARIS, Dec. 11.—The actual partici-

pation of French and British troops with

the Italian armies to stem the onrush

of the Austro-German offensive, the re-

linquishment by the British of a part

of their gains at Cambrai, the con-

vinction that the Allies must prepare

to meet and defeat a new great German

drive on the western front have given

a renewed impetus to the agitation for

a supreme command of the allied

armies.

British, French and German official

statements all agree that the artillery

and the aerial corps are showing greatly

increased activity of the kind which

has nearly always presaged an impor-

tant offensive. This is noticeable not

only on the British front but also in

the French sectors to the south and

east. It is pointed out that the Cam-

bray offensive, which was planned on

the Ypres and Avesnes fronts, but

it developed also on the extreme east-

ern section of the battlefield in Alsace,

and there was similar activity in Italy

on both sides of the Brenita River and

along the lower Piave. All this is con-

sidered by the Allies to be evidence of

a supreme command.

Most Have Real Unity.

Despatches from the different fronts

and editorial and critical articles in the

French newspapers voice the same

opinion, namely, that the Cambray

offensive, which was planned on the

Ypres and Avesnes fronts, but it de-

veloped also on the extreme eastern

section of the battlefield in Alsace,

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Predicts Germany's Collapse in 6 Months

Special Cable Despatch to The Sun from

London Times.

AMSTERDAM, Dec. 11.—A

pro-German Hollander, who

has just returned here after a

stay of several weeks in Ger-

many, gives the *Handelsblad* a

pesimistic report on conditions

there. He declares the Germans

cannot hold out more than six

months longer.

If the war does continue longer,

he asserts, the whole nation will

become physically and mentally

wrecked. The food of the people

is little better than that of pigs

and the whole population is suf-

fering severely in consequence.

He saw three of his friends col-

lapse from weakness and he will

never forget, he says, the pitiful

impression made upon him by

the appearance of the German

people.

BAGLEY SAVED

BY SAILOR HERO

Commander of Destroyer Jones

Picked Up Unconscious

in Sea.

SIX SURVIVORS ON RAFT

American Seaman Loses Life

After Rescuing Noted

Naval Officer.

BASE OF THE AMERICAN FLEET IN

BRITISH WATERS, Dec. 11.—Lieutenant

Commander David Worth Bagley of the

American torpedo boat destroyer Jacob

Jones, which was recently torpedoed by

a German submarine, was rescued by

one of his seamen, who afterward died

from injuries and exposure.

The seaman, with six other members

of the crew, was swimming toward a

raft when he bumped into a floating

object, which he thought was a bundle

of clothes, but which proved to be the

body of the missing naval officer. The

officer, who was unconscious, was

rescued by the seaman, who was

himself in a very weak condition.

Although suffering intensely from

his injuries and the cold weather,

the seaman caught hold of the com-

mander's arm and pulled him up on

the raft. The commander, who was

himself in a very weak condition,

was rescued by the seaman, who was

himself in a very weak condition.

Although suffering intensely from

his injuries and the cold weather,

the seaman caught hold of the com-